

CENTRAL INTELLIGENCE AGENCY

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REPORT

DATE DISTR. 13 March 1956 50X1-HUM

REQUIREMENT

REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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- The city was pretty run down for the greater part; the streets were in a bad state. There were sufficient goods on sale. Many people were buying foodstuffs. Besides the regular stores there were open markets where goods could be had.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC								
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(Note: Woshington distribution indicated by "X"; Field distribution by "#").

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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50X1-HUM

S-E-C-R-E-T

- 2 -

50X1-HUM

6.

Two large floating dry docks were observed at the lower limit of the port. The lifting capacity of the docks was estimated at 5000 to 6000 tons. About 500 meters on down the river and on the same side as the docks, there was a shipyard with many lights on iron arms. On the ways was a hull of about 5000 DWT. Besides the shipyard, still on the same side of the river, a number of POL storage tanks were observed. There should have been a petroleum pier in the vicinity.¹ There was no possibility of obtaining even fuel oil, not to mention lube oil.

50X1-HUM

50X1-HUM

7.

a small submarine was observed to depart Odessa. The distance was great, visibility was poor, and the submarine was awash at bow and stern so no exact observation could be made.

The usual two floating dry docks were observed. In one there was a 10000-ton vessel which occupied the whole length of the dock. In the other there were two small ships. To the left of the docks there were three merchant vessels under repair. One was a 10000-ton vessel which was undergoing modification which was in an advanced stage of completion. The other two were undergoing hull repairs. To the right of the docks was a naval construction yard where two medium tonnage hulls were on the ways.

50X1-HUM

8. Between berths 7, 8, and 9, and the root of the outer eastern mole there was a structure on top of which there was a radar antenna of the type seen in merchant ships. The western side of the harbor area was enclosed by a wall, on the other side of which lay the naval port. Between the commercial port and the naval port there was a gate in the wall which gave access to the naval radio and signal stations. Atop this building, besides the usual signal antennas, there were two rectangular, web-like antennas. In the little square in front of the station there were three vertical, possibly radio, antennas.

9. The following are lists of vessels observed at [redacted] places indicated:²

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a. Odessa

1. A naval motor vessel of about 80 tons, with engines and bridge aft, hull and superstructure painted dark grey.
2. Two naval motorboats of about 25 to 30 tons, with the hulls and superstructure dark grey. They lay very low in the water.
3. A naval motorboat of about 35 to 40 tons, dark grey, and much higher than the other two. All of these vessels performed surveillance of vessels in port.
4. SOLIKAMSK (sic): A new steamer of about 7000 GRT, with a black hull and white superstructure. It had engines aft, a midships castle, two masts, one funnel, eight cargo derricks, four hatches, radio, a fixed antenna RDF, and radar.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

- 3 -

b. Kherson

1. [redacted] A non-selfpropelled grey hull, made of concrete with wooden transverse reinforcements, and a deck-house aft. It had two holds and one small metal mast in the bow. Capacity of the vessel was about 600 to 700 DWT; it had 300 tons of rice in bags aboard.
2. KARL MARKS: A steamer of 4500 DWT, showing a draft of 19 feet forward and 22 feet aft. It had a black hull, a white superstructure, four holds, eight derricks, one stack amidships, radio, and a movable-antenna RDF. It was built in 1905; in Tsarist times it was assigned as a naval auxiliary in the Far East. It still had a machine gun platform on each side on the bridge. It was loaded with barrels of preserved tomatoes. It was still in Kherson [redacted]
3. PRIPYAT: An engines-aft lighter of about 500 DWT, with two holds with (Odessa) a crane situated between them. Both hold and superstructure were painted smoky-grey. It arrived on 15 November.
4. [redacted] A small, 45 to 50-ton yard craft, all enclosed, with motors amidships, painted white overall.
5. [redacted] A motorboat of about 20 tons.
6. PADEKH (sic): A motor vessel of about 800 DWT, with a black hull and a white superstructure, a low flat funnel aft, and two holds.
7. [redacted] A lighter of about 500 to 600 DWT, with a black hull and yellow superstructure, non-selfpropelled, with four hatches, and a deck-house aft.
8. [redacted] A yard oiler of 1000 DWT, painted smoky-black.
9. [redacted] A motor-driven service tug of about 80 tons, with a black hull and a yellow superstructure.
10. [redacted] A lighter of about 1000 DWT, with a black hull and a grey metal superstructure. It was all closed in and had four large hatches on the roof of the superstructure and windows in the side. It was a sort of floating warehouse, with living quarters aft. It had taken on a cargo of rice. It was of new construction and was not selfpropelled.
11. [redacted] A barge with a two to three-ton capacity crane for unloading vessels in the stream.

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c. Kherson

1. TARAS SHEVCHENKO: A side-wheel river boat of about 1500 DWT. It had two bridges. It was painted clear ash-grey overall. The engines were situated amidships. The funnel was low and flat; the hull was low. The cabins had windows as well as air ports. The vessel was equipped with radio [redacted]

50X1-HUM

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

- 4 -

2. Kran [] A landing craft or barge, equipped with a crane for unloading vessels in the stream.
3. [] An engines-aft motor yard craft of 30 to 40 tons, painted dark ash-grey overall.
4. MUSHKA (sic): A new port service motor tug of about 80 tons, with a black (Kherson) hull and yellow superstructure.
5. N. NEKRASOV: A new motor tug of 150 to 200 tons, with a black hull and a grey superstructure.

d. Kherson []

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1. KHARITON LAPTEV: A new high-seas, motor-driven tug of 500 to 600 tons, with a grey hull and a white superstructure. It carried minesweeping gear at the stern.
2. FEDOR LITKE: A new tug, sister ship of KHARITON LAPTEV
3. [] A new port service motor tug of about 100 tons. The hull was black and the superstructure yellow.³
4. KIYEV: A new port service motor tug, with a black hull and a yellow superstructure.
5. [] Three steel lighters, each with a single hold carrying slack coal. Each was of about 1000 DWT. The hulls were painted black and they each had a white **deckhouse aft**.
6. [] A **motorboat** of about 60 tons, with a smoky-black hull and an ash-grey superstructure. It was equipped with benches on the foredeck and afterdeck.
7. VARONUL (sic), at bow and stern, and SRT 89 on the bridge. A motor vessel of 500 to 600 tons, painted dark grey overall. **Deckhouse** and funnel were located aft; the navigation bridge, amidships. It was equipped with radio and a fixed-antenna RDF. []
8. KHLEBNAYA, amidships; M-152, at the stern: []
9. OKA: A 500 to 600-ton steel lighter. It had a black hull, one hold, and a **deckhouse** aft. It was carrying slack.
10. [] A steam tug of 300 tons, with a black hull and a yellow superstructure.

50X1-HUM

50X1-HUM

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e.. Kherson, automotive vehicles:

[] These were automotive vehicles with lifts on the back for handling cargo on the shore.

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50X1-HUM

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

- 5 -

f. Odessa

1. PAPEK (sic): A 500-ton motor vessel with engines, living quarters, and bridge all aft. It had two holds with a crane mounted between them. It was equipped with radio. The hull was dark grey and the superstructure was white. It left Odessa and headed toward Kherson. It was loaded.
2. A submarine of about 800 tons, painted dark grey. The conning tower was situated amidships. It had no deck gun. It left Odessa and headed southeast at a speed of about 18 knots.
3. BELORUSIYA: A steamer of about 7000 DWT, with a black hull and a white superstructure, one funnel amidships, four holds, eight cargo derricks, radio, moveable-antenna RDF, and radar. It left Odessa and headed southeast with a deck cargo of automotive vehicles and eight large metal cylinders.
4. ROSSIYA: A motor liner of about 8000 DWT, painted white overall, including the mast. The low funnel was situated amidships. The vessel had two bridges, four holds, eight cargo derricks, radio, and fixed-antenna RDF. It was a very new vessel. It remained in port.
5. TUNGUSKA: An ancient engines-aft, coal-burning steamer of about 1200 DWT, (Odessa) with a black hull and a grey superstructure. It was moored in berth No. 24 at the coaling pier.
6. RODINA: A Bulgarian steamer of about 8000 DWT, with a light grey hull and a white superstructure. The mast was yellow, as was the funnel which was situated amidships. It was a modern vessel with five holds and ten cargo cranes. It was equipped with radio and fixed-antenna RDF. It was moored in berth No. 19 under crane No. 23, which had a capacity of 15 tons. It was loaded and was towed to the south pier near the Inflat office.
7. VOSTOK: An old coal-burning steamer of about 5000 DWT, with a black hull and a white superstructure. It had four holds and eight cargo cranes. It had a moveable-antenna RDF. It was moored at berth No. 20 under crane No. 24, which had a lifting capacity of 15 tons. It loaded a deck cargo of 20 trucks forward and 25 tank trucks aft. All of the trucks were of new construction.
8. Two concrete hulled barges like the three seen in Kherson.
9. POLTAVA: An old steam tug of about 150 to 200 tons, with a black hull (Odessa) and a white superstructure and yellow funnel.
10. KARAGEL (sic): A modern steam tug of about 350 tons, with a black hull and a white superstructure. It had a moveable-antenna RDF.
11. DOFINAVKA: A modern port service motor tug of about 70 tons, with a black hull and yellow superstructure.

50X1-HUM

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S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

- 6 -

50X1-HUM

12. [] A yard oiler of 500 DWT with eight tanks. The hull was black and the superstructure, smoky-grey.
13. KOMMUNIST: An ocean tug of 500 tons, with the hull black and the superstructure white. It was not very old. It was steam propelled. The tug was moored in berth No. 18.
14. TULA: An old combination steamer of about 8000 DWT, with a black hull and white superstructure. The funnel, living quarters, and bridge were situated amidships. It had four holds and eight cargo derricks. It had radio and a moveable-antenna RDF. It was at the quay along the South Mole where vessels undergo repairs near the Inflow office.
15. [] A naval oiler of about 1000 DWT, painted dark grey overall. The funnel and living quarters were aft. It was moored at the quay adjacent to the naval signal station No. 2, where warships moor.
16. Unidentified: A destroyer, painted dark grey overall, with a single slightly raked funnel. It had two single-mounts forward with long guns of medium caliber. The vessel was equipped with radio and a fixed-antenna RDF. The antenna was in the foremast. There was radar in the mast and radar at the truck. The rest of the vessel was not visible.

50X1-HUM

g. Odessa []

50X1-HUM

1. KOBZAR: Ocean tug just like the SS KOMMUNIST.
2. IRKUTSK: An old steamer of 5000 to 5500 DWT, with a black hull and a white superstructure, and a yellow mast. It had four holds and eight cargo derricks. It had radio, a moveable-antenna RDF, and radar. It was empty.
3. EKVATOR: A 3500-ton passenger steamer, painted light grey. It had a high cylindrical funnel, one bridge, and a modern motorship type of hull with a cruiser stern. There was one row of air ports aft and amidships, and two rows forward. It had one hold forward and two cargo cranes. The vessel had two radio antennas and a fixed-antenna RDF. It was moored at the commercial pier in berth No. 4. No loading activity was taking place.
4. EKVATOR: A 1500-ton steamer, moored at the South Mole, apparently under-going or awaiting repairs.
5. BORISLAV: A 3000 to 3500-ton steamer, [] superstructure, moored in berth No. 2 at the commercial pier. It was partially obscured by the SS TOM.
6. IVAN (illegible): A passenger steamer of about 5000 tons, light grey overall, with two tall, slightly-raked cylindrical funnels near the stern, and two bridges. It was an old type like the CITY OF SYRACUSE. It was moored in berth No. 3 at the commercial pier.
7. TOM: A 5000-ton steamer, not very old, with a black hull and a white superstructure. The funnel was amidships. The vessel had four holds, eight cargo cranes, radio, and fixed-antenna RDF. It was moored in berth No. 2, forward of the SS BORISLAV.

50X1-HUM

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

- 7 -

8. [] A non-selfpropelled lighter made of concrete just like MB-3.
9. SVETLANA: An old steam port service tug of about 200 tons with a black [] hull and white superstructure.
10. DNEPR : A sand barge of about 700 to 800 DWT, with a bulky black hull (Odessa) with angular lines. There were grey living quarters aft. The vessel had two holds. It was not selfpropelled. It was moored at the sand pier in berth No. 25.
11. BUG: Another sand barge, just like the one described above, moored at the same pier.

50X1-HUM

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10. The following is a list of prices of provisions furnished the ship by Inflat at the port of Kherson:

<u>COMMODITY</u>	<u>RUBLES FOR ONE KILOGRAM</u>
Bread	1.23
"	1.27
"	0.80
"	0.69
Butter	12.95
Cheese	12.40
Yeast	13.00
Lump sugar	4.75
Granulated sugar	4.15
Meal	2.05
Flour	1.33
"	1.19
Caviar, pressed	55.00
" ,sturgeon	63.50
" ,red	24.30
Fish: Pike perch	3.60
Sausage	12.60
"	9.50
"	7.65
Meat: Beef	6.09
"	5.00
"	3.32
Pork	8.01
Mutton	5.44
"	4.52
"	2.86
<u>Vegetables:</u>	
Potatoes	0.36
Cabbage	0.45
Carrots	0.27
Beets	0.30

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50X1-HUM

50X1-HUM

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